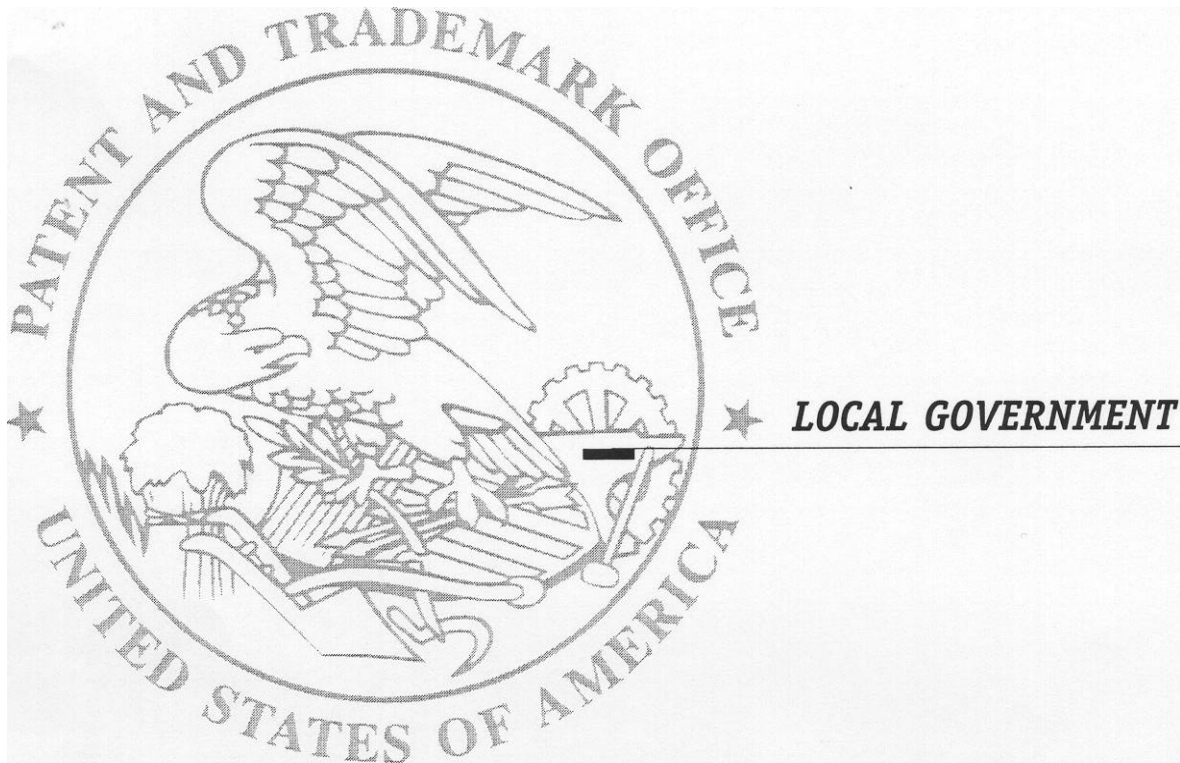


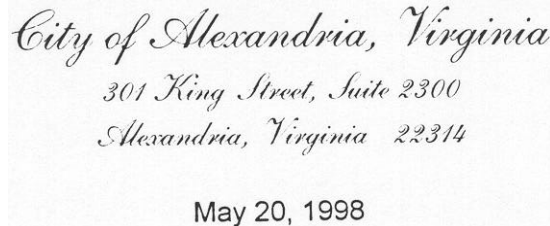
U.S. PATENT & TRADEMARK OFFICE
C O N S O L I D A T I O N



★ **LOCAL GOVERNMENT** _____



Kerry J. Donley
Mayor



(703) 838-4500
Fax (703) 838-6433

Mr. Carl Winters
Realty Services
General Services Administration
7th & D Streets, S.W.
Washington, D. C. 20407

Subject: Woodrow Wilson Bridge

Dear Mr. Winters:

The Alexandria City Council is very pleased that the General Services Administration has included Alexandria as two of the three remaining candidate sites for the new consolidated headquarters of the U. S. Patent and Trademark Office (PTO). The two Eisenhower Avenue sites (Carlyle and Hoffman) offer many advantages to the PTO facility and particularly transportation access with the close proximity to the Capital Beltway (I-95/495).

**Comment
Noted**

One of the most significant changes to the regional transportation system in the next few years will be construction of the new Woodrow Wilson Bridge. The prospect is for a less congested, safer, and more attractive crossing of the Potomac River, thus improving this connection between Maryland and Virginia. This is an essential link in our regional highway network that affects Alexandria.

As you know, the Alexandria City Council has taken legal action against the Federal Highway Administration (FHWA) to alter their "preferred" scheme to what the City considers to be a more reasonable project. Our most significant concern relates to the size and scale of the proposed project. The FHWA proposes to increase the width of the new crossing from the current 90 feet to more than 240 feet. There is very strong evidence that the width could be held to 200 feet or less. Also, the FHWA proposes a new 12-lane facility to replace the existing 6-lane facility. Alexandria proposes that a reduction in lanes significantly reduces the width of the main lane roadway, compresses the interchanges, and overall reduces the adverse impacts on the City.

The project passes through the Old and Historic District of Alexandria. Proper consideration was not given during the preparation of the environmental impact statement to the significance of the impacts on the Historic District and individual properties. In some cases, historic sites were not identified and no impacts were assessed. In other cases, the

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potential mitigation or elimination of impacts was not developed to a level that was satisfactory to ensure protection. It is the City Council's position that the Woodrow Wilson Bridge improvements should move forward with the changes suggested by the City. We feel confident that the City will be successful in changing the design to provide a more acceptable project.

There are many elements of the bridge design that will be very beneficial to Alexandria and particularly the Eisenhower Avenue corridor and are strongly supported by the City. The proposed redesign of the Telegraph Road interchange will enhance access to and from the Beltway with a new ramp connecting directly to Eisenhower Avenue and Stovall Street. There is a proposed direct connection between Mill Road (near the City's Public Safety Building) and the Capital Beltway, designed to carry traffic to and from the bridge, avoiding the U.S. Route 1 interchange. Modifications to the U.S. Route 1 interchange and provision of one new acceleration/deceleration lane in each direction on the bridge will greatly reduce the congestion in Alexandria, Fairfax County and Maryland.

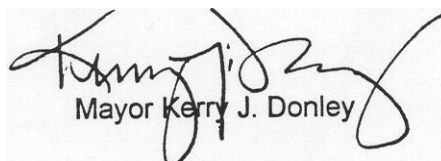
Besides the improvements that will take place with the Woodrow Wilson Bridge project, the City has moved forward to implement a number of transportation projects intended to facilitate access in the Eisenhower Avenue corridor. The Virginia Department of Transportation opened a new interchange between the Beltway and Eisenhower Avenue near the west end of the corridor in 1997. This has improved the overall access to Eisenhower Avenue. Additionally, there are roadway improvements associated with both candidate sites that will facilitate traffic operations regardless of which location is ultimately selected.

The City has supported the construction of the a new Woodrow Wilson Bridge throughout the study process and has supported changes to the interchanges that improve traffic safety and facilitate access between the Beltway and Alexandria, particularly the Eisenhower Avenue corridor. Our objections have related to the enormous size and scope of the proposed project. Again, I am confident that we will reach a reasonable compromise. As you know, the design process is moving forward and the City is an active participant.

I hope that this background will provide you with the City of Alexandria's position regarding transportation access for our two candidate sites. Please do not hesitate to contact me if you have any questions or comments.

**Comment
Noted**

Sincerely,



Mayor Kerry J. Donley

Government of the District of Columbia

Office of the
Director



Office of Planning
415 12th Street, N.W.,
Washington, D.C. 20004

May 7, 1998

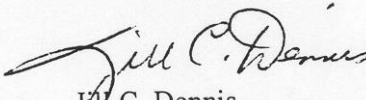
Mr. Carl Winters, GSA NCR
Development Director
Realty Services
General Services Administration
National Capital Regional Office
GSA NCR Regional Office Building
7th and D Streets, S.W.
Washington, D.C. 20407

Dear Mr. Winters:

Thank you for referring the Draft Environmental Impact Statement for the U.S. Patent & Trademark Office Consolidation to this agency for its review and comment. The Office of Planning has no preference as to location of the proposed consolidation. We are pleased to learn that it does not involve the relocation of any federal jobs from the District of Columbia. Our single concern is that any new facility should be located close (walking distance) to Metrorail to ease the trip to work for employees, especially those who do not have private cars or who choose to use public transportation for their trips to work.

Again, thank you for the opportunity to review the draft EIS on the proposed consolidation of the Patent and Trademark Office.

Sincerely,



Jill C. Dennis
Director



FAIRFAX COUNTY

OFFICE OF COMPREHENSIVE PLANNING

Director's Office
Suite 755
12055 Government Center Parkway
Fairfax, Virginia 22035-5506

Telephone: (703) 324-1325

Fax: (703) 324-3924

V I R G I N I A

MAY 21 1998

Mr. Carl Winters
Realty Services
General Services Administration
7th and D Streets, S.W.
Washington, DC 20407

Dear Mr. Winters,

Thank you for providing us with the opportunity to review the Draft Environmental Impact Statement (DEIS) for the proposed consolidation of the U.S. Patent and Trademark Office (PTO). Staff from the Fairfax County Office of Comprehensive Planning has reviewed this document and has prepared the comments provided below. Please be aware that these comments represent the views of staff and do not necessarily represent positions of the Fairfax County Board of Supervisors.

The DEIS does not provide a preferred alternative but instead identifies three potential sites for the consolidation and location of PTO operations. One option presented within the DEIS would locate this office within several existing, and two new, office buildings in Crystal City. The other two "build" options would locate the PTO within new office buildings constructed along Eisenhower Avenue in the City of Alexandria (within the Carlyle development or around the Eisenhower Avenue Metrorail station). Because of the distance between the Crystal City site and Fairfax County, we have no comments regarding this option. We do, however, have the following comments regarding the two Alexandria options (hereinafter referred to as the "Carlyle site" and the "Eisenhower Avenue site"):

1. The proposed office buildings would be substantial in both height and bulk. As such, while these structures would be built outside of Fairfax County, they would become a dominant feature of the view northward from the Huntington area of Fairfax County. It is recognized that the City of Alexandria's Small Area Plan for the King Street/Eisenhower Avenue Metrorail Station area recommends high densities of development on both sites, and that Coordinated Development Districts established in these areas would allow for substantial building heights. However, the PTO development should be designed such that the adverse visual impact to the south will be no greater than what could be anticipated by development pursued in accordance with the Small Area Plan and the Coordinated Development Districts. We note that, for the Eisenhower Avenue site, the proposed height of the tallest building would be 261 feet (plus additional height for a penthouse), while the Coordinated Development District would allow a

Mr. Carl Winters
Page Two

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maximum building height of 250 feet, and only under certain conditions. While we recognize that there may be no appreciable difference in visual impact between the proposed development and what might otherwise occur on the site, the DEIS does not offer this conclusion and does not indicate why the existing height limitations on the site are insufficient.

7.2-8

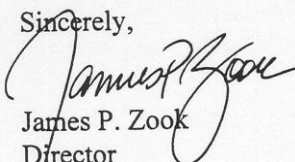
2. The DEIS recommends a number of roadway system mitigation measures for the Carlyle and Eisenhower Avenue sites. We request that the Fairfax County Office of Transportation (324-1 100) be kept apprised of any improvements that are pursued in the area near the Telegraph Road/Capital Beltway interchange.
3. On page 4-124 of the DEIS, several mitigation measures are suggested regarding the identification and remediation of contaminated areas on the Carlyle site. Because of the proximity of this site to Cameron Run, we request that Fairfax County be kept apprised of site investigation and remediation activities. Coordination with the Hazardous Materials Services Section of the Fairfax County Fire and Rescue Department (246-4386) is recommended.

**Comment
Noted**

**Comment
Noted**

If you have any questions about our comments, please contact Noel Kaplan, Office of Comprehensive Planning, at (703) 324-1369. Thank you again for providing us with an opportunity to review the DEIS.

Sincerely,



James P. Zook
Director

JPZ:NHK

cc: Board of Supervisors

Robert J. O'Neill, Jr., County Executive

Anthony H. Griffin, Deputy County Executive

Battalion Chief Michael Neuhard, Hazardous Materials Services Section, Fire and Rescue
Department

Robert L. Moore, Chief, Transportation Planning Division, Office of Transportation

Noel H. Kaplan, Planner III, Environment and Development Review Branch, Office of
Comprehensive Planning